

FUNDING SOURCES FOR BICYCLE AND PEDESTRIAN PROJECTS

The primary source of federal funding for greenways, sidewalks and bikeways, is through the Transportation Equity Act of 1998 (TEA21), formerly the Intermodal Surface Transportation Efficiency Act (ISTEA). In 2005, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law and continued many of the provisions of TEA-21.

There are many sections of TEA21 and SAFETEA-LU that support the development of bicycle and pedestrian transportation corridors. Those sections that apply to the creation of greenways, sidewalks and bikeways include:

CONTENTS

STP funds.....	Page 2
Transportation Enhancement Program.....	Page 2
Congestion Mitigation & Air Quality.....	Page 3
Safe Routes to School.....	Page 4
Recreational Trails Program.....	Page 4
Land & Water Conservation fund.....	Page 5
Federal Lands Highway Program.....	Page 5
National Scenic Byways Program.....	Page 6
Transit Enhancement Activity.....	Page 6
Renaissance on Main.....	Page 7
Community Block Grants.....	Page 8
TCSP Program.....	Page 9
Hazard Elimination-Safety Program.....	Page 9
Additional Funding Ideas.....	Page 10

Surface Transportation Program (STP) funds

Local Contact: Your ADD or MPO Transportation Planner

And/or

Surface Transportation Plan

Mike Hancock, Director

Division Program Management

Kentucky Transportation Cabinet

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These funds can be used for bicycle and pedestrian facility construction or nonconstruction projects such as brochures, public service announcements, and route maps. The projects must be related to bicycle and pedestrian transportation and must be part of the Six-Year Highway Plan. The Metropolitan Planning Organization (MPO) or the Area Development (ADD) District in the Transportation Improvement Program (TIP) programs these funds.

If you want to testify for a particular project in your community you must understand the process. Do you know the difference between MPO and ADD?

Contact the Transportation Planner in your MPO or ADD. Submit a request for your project called a Project Identification Form (PIF). Your PIF will be added to the Unplanned Project List (UPL).

The UPL is prioritized by the MPO or ADD by “needs” criteria. After consultation with the District Highway Office and local officials, a final prioritized list is sent to the Transportation Cabinet. The Cabinet prioritizes all the lists into the SIX-YEAR HIGHWAY PLAN. The SIX-YEAR HIGHWAY PLAN is submitted to the Legislature for approval. The legislators have input at this point but they generally fund 90% of the Cabinet’s recommendations. However, the legislative approval only funds the first **two** years of the SIX-YEAR HIGHWAY PLAN. The SIX-YEAR HIGHWAY PLAN must be reinvented using the process described above, every two years, and resubmitted to the Legislature.

Transportation Enhancements Program

Kentucky Transportation Cabinet

Department of Governmental Relations

Office of Special Programs

Deborah J. Stigall, Executive Director

Shane Tucker, Project Coordinator

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Transportation Enhancements include projects such as trails, greenways, sidewalks, signage, bikeways, safety education and wildlife undercrossings. There is a 20 percent (20%) match of local funds required (some states will accept donations of services, materials, etc.) Federal grants are usually for construction only - not front-end costs of design, environmental review, engineering, land

acquisition. Local government pays up front and the federal share is reimbursed after satisfactory completion.

Appendix

Federal-Aid Transportation Enhancement Program Application Guidelines

The only eligible sponsors for this funding are state and local government agencies. Projects by nonprofit organizations are to be in partnership with a government sponsor (state or local government agency) in order to receive funding. The funds are provided on a reimbursement basis – not in the form of a grant. All work must be done after the government agency has entered into a contract with the Kentucky Transportation Cabinet. Anything done prior to the execution of this contract will be at the agency's expense. All projects must be for public use in perpetuity. Every project must be related to surface transportation.

The following 12 activities are eligible for Transportation Enhancement funds:

- provision of facilities for pedestrians and bicycles
- provision of safety and educational activities for pedestrians and bicyclists
- acquisition of scenic easements and scenic or historic sites, including battlefields
- scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- landscaping and other scenic beautification
- historic preservation
- rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- preservation of abandoned railway corridors - including conversion for use as bicycle or pedestrian trails
- control and removal of outdoor advertising
- archaeological planning and research
- mitigation of water pollution due to highway runoff or to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- establishment of transportation museums

Additional information on the Transportation Enhancement program is currently available at <http://www.tea21.ky.gov>

Congestion Mitigation and Air Quality Improvement Program

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The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is an innovative program established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The ISTEA created flexible guidelines that allow the CMAQ Program to cut across traditional boundaries and encompass projects and programs dealing with highways, transit, and non-traditional areas, such as vehicle emission inspection and maintenance to name just a few. The CMAQ program was created to reduce congestion on local streets and

improve air quality. Funds are available to communities designated as “non-attainment” or “maintenance” areas for the National Ambient Air Quality Standards, as determined by the EPA. Funds are distributed to states based on population by county and the severity of air quality problems. A 20 percent local match is required.

CMAQ Program funds (Section 1008) may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or nonconstruction projects (such as brochures, public service announcements, bike racks on busses, and route maps) related to safe bicycle use.

Website: http://www.tea21.ky.gov/air_quality.asp

Safe Routes to School Program

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In August 2005, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law establishing the Safe Routes to School Program. The purpose of SRTS is to enable and encourage children, including those with disabilities to walk and bicycle to school. The program also helps make walking and bicycling to school safe and appealing, and helps to facilitate the planning and implementation of projects that improve safety, reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Funds are available for school boards or local government agencies to implement infrastructure and non-infrastructure related activities. Eligible activities include:

- Sidewalk improvements
- Traffic-calming and Speed Reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements within 2 miles of a school
- Public awareness campaigns and educational materials
- Traffic education and enforcement in the vicinity of a school
- School sessions on bicycle and pedestrian safety
- Training for volunteers and managers of SRTS programs

Website: <http://www.saferouteskentucky.com/>

Recreational Trails Program

Jodi McDonald, RTP Coordinator
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502-573-2382

National Recreational Trails fund monies may be used for a variety of recreational trails programs to benefit bicyclists, pedestrians, and other nonmotorized and motorized users. Projects must be consistent with a Statewide Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Fund Act. Funds may be used to provide and maintain trails, trailside and trailhead facilities including provisions to facilitate access for people with disabilities. Funds may also be used to acquire easements or land for trails to develop and renovate trails for both motorized and non-motorized use. Eligible applicants are cities, counties, and non-profit organizations. The maximum amount of funding is as follows:

- \$2500-\$50,000; 50/50 local match required
- \$50,000-\$75,000; 60/40 local match required
- \$75,000-\$100,000; 80/20 local match required

The Kentucky Recreational Trails Program (RTP) is administered by Governor's Office of Local Development.

KY - <http://www.gold.ky.gov/Grants/> for details on Kentucky program.

US - RTP (www.fhwa.dot.gov/environment/rectrails <<http://www.fhwa.dot.gov/environment/rectrails>>) and a RTP project database is available at www.funoutdoors.info/rtphome.html <<http://www.funoutdoors.info/rtphome.html>>

Land and Water Conservation Fund (LWCF)

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Provides federal grant funds to acquire land for outdoor recreation and to develop or renovate public outdoor recreation facilities. Cities and counties are eligible. Maximum grant amount \$75,000; 50/50 local match required.

KY - <http://www.gold.ky.gov/Grants/> for details on Kentucky program.

Federal Lands Highway Program

Federal Highway Administration
Eastern Federal Lands Highway Division
21400 Ridgetop Circle
Sterling, VA 20166-6511
1-800-892-8776

Federal Lands Highway funds (Section 1032) may be used to construct pedestrian walkways and bicycle transportation facilities in conjunction with roads, highways, and parkways at the discretion of the department charged with the administration of such funds.

The Federal Lands Highway (FLH) Program of the Federal Highway Administration (FHWA) administers highway programs in cooperation with Federal Land managing agencies. We provide transportation engineering services for planning, design, construction, and rehabilitation of the highways and bridges on or providing access to federally owned lands. The Federal Lands Highway Division provides training, technology, engineering services, and products to our customers.

Based outside Washington, D.C., in Northern Virginia, the Eastern Federal Lands Highway Division (Eastern) is one of three field offices responsible for the Federal Lands Highway Program. This program empowers the Eastern Division to provide transportation engineering services to Federal agencies. These services include the planning, design, construction, and rehabilitation of federally owned highways and bridges; and the administration of the Forest Highway and Emergency Relief for Federally Owned Roads programs.

<http://www.efl.fhwa.dot.gov/>

National Scenic Byways Program

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The Kentucky Transportation Cabinet currently has 1,250 miles of roadways designated as Scenic Byways. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 established a Scenic Byways Advisory Committee to develop a national scenic byways program. ISTEA further encouraged the individual states to institute state scenic byway programs. The Commonwealth of Kentucky through the Transportation Cabinet has initiated a Scenic Highways and Byways Program in Kentucky. Kentucky defines a scenic highway or byway as a road, which has roadsides or view sheds of aesthetic, cultural, historical, and/or archaeological value worthy of preservation, restoration, protection, and enhancement.

http://tea21.ky.gov/scenic_byways.asp

Transit Enhancement Activity

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Federal Transit Title III (reference TEA-21) funding continues to allow transit funds to be used for bicycle and pedestrian access to transit facilities, to provide shelters and parking facilities for bicycles in or around transit facilities, or to install racks or other equipment for transporting bicycles on transit vehicles.

Transit Enhancements (reference TEA-21) Transit enhancement projects must enhance mass transportation service or use and be physically or functionally related to transit facilities. Funding Features establishes a one-percent set-aside for transit enhancements only in urbanized areas of

more than 200,000 population. These funds must be used for activities defined as transit enhancements. If funds available for transit enhancements are not obligated for an enhancement project within three years following the fiscal year in which the funds are apportioned, the funds will be reapportioned under the urban area formula program. Under a related provision, projects providing bicycle access to mass transportation funded with the enhancement set aside shall be funded at a 95% Federal share.

The nine eligible project categories in the transit enhancement program are:

- Historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities (including historic bus and railroad facilities)
- Bus shelters
- Landscaping and other scenic beautification, including tables, benches, trash receptacles, and street lights
- Public art
- Pedestrian access and walkways
- Bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles
- Transit connections to parks within the recipient's transit service area
- Signage
- Enhanced access for persons with disabilities to mass transportation.

For more information see:

http://thomas.loc.gov/cgi-bin/cpquery/?&db_id=cp108&r_n=hr401.108&sel=TOC_3033590&

Renaissance on Main

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Renaissance on Main, formerly known as Renaissance Kentucky, rewards communities that take steps to revitalize and maintain vibrant, economically sound development in Kentucky's downtown areas. In 2005, Governor Ernie Fletcher unveiled Renaissance on Main with new style and programmatic changes to enhance the already successful Renaissance program. Although the Governor's Office for Local Development (GOLD) continues to administer program funding, the Renaissance on Main Alliance plays a critical role in the implementation of the program. GOLD partners with the Kentucky Heritage Council/Main Street Program, the Kentucky Department of Tourism, the Federal Home Loan Bank of Cincinnati, the Kentucky Housing Corporation, the Kentucky League of Cities, and the Kentucky Transportation Cabinet in administering this program.

The primary purpose of the Renaissance on Main program is to spur economic development through job creation in downtown communities. The purpose of the program is to reward and recognize Kentucky cities that proactively take steps to revitalize and maintain safe, vibrant and economically sound downtown communities.

Grants are available through the Renaissance on Main program to those cities established as "Certified" Renaissance on Main cities in the current year of eligibility. The Kentucky Heritage Council is responsible for determining a city's status as a certified designated city. To be categorized as a "Certified" status, cities must meet the basic requirements of attending three eligible trainings as well as providing a salaried position to administer the local program.

Grant funds shall be used for capital projects that contribute to community and downtown revitalization projects in eligible cities. All streetscape design and façade activities which are part of the project must be accomplished in accordance with guidelines, rules and regulations as published by the KY Heritage Council and the KY Transportation Cabinet respectively. Projects that are eligible for Renaissance on Main funding must fall into one of the following categories:

- Real Estate Acquisition and/or Facility Renovation (publicly owned buildings only)
- Streetscape
- New Facility Construction
- Façade Program

For complete copy of program guidelines and 2005 training schedule, please visit the Renaissance on Main website at <http://gold.ky.gov/grants/stategrants/renmain/>.

Community Block Grants

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Governor's Office for Local Development (GOLD) administers CDBG funding for Kentucky.

Community Development Block Grant (CDBG): Kentucky Small Cities

This program makes federal funds available to cities and counties in the form of state grants for community development. Funds are designated for seven separate program areas, described individually below. All activities must meet at least one of three national objectives: benefit low to moderate income persons; prevention or elimination of slums or blight; or meeting particularly urgent community development needs. Eligible applicants are all cities and counties except "entitlement jurisdictions" which may receive similar federal funds directly. These include Ashland, Covington, Henderson, Hopkinsville, Owensboro, Fayette County, and Louisville plus some satellite Jefferson County communities.

CDBG Small Cities: Community Projects

Funds are designated for projects that will generally enhance the community. Various activities are eligible; typical examples of funded projects include construction of senior citizens centers, community centers and small infrastructure projects. Projects should primarily benefit low to moderate-income persons. Maximum grant amount \$500,000. Local match recommended but not

required.

KY - www.gold/ky.gov/grants/federal/cdbg.htm for details on Kentucky programs and who to contact.

US - <http://www.hud.gov/local/ky/community/cdbg/index.cfm>

Transportation and Community and System Preservation Pilot Program (TCSP)

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The TCSP provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation and community and system preservation and to identify private sector-based initiatives. The TCSP is a Federal Highway Administration program being jointly developed with the Federal Transit Administration, the Federal Rail Administration, the Office of the Secretary, the U. S. Department of Transportation, and the U. S. EPA. States, MPOs, and local governments are eligible to receive planning and implementation grants for projects that: reduce impacts of transportation on the environment, reduce the need for costly future infrastructure investments, and improve the efficiency of the transportation system. Projects involving partnerships among public and private sectors are given priority.

To learn more: <http://www.fhwa.dot.gov/tea21/fedreg3.htm>

Hazard Elimination-Safety Program

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The Hazard Elimination-Safety (HES) Program in Kentucky is a process, which identifies safety candidate locations or sections of streets and highways which have high collision experience and through a review analysis determines corrective actions which when implemented provide a greater degree of safety for the traveling public. Typical project improvements include such items as; intersection reconstruction with turning lanes, improving sight distance, changing horizontal and vertical alignment, signalization and intersection lighting.

Website - <http://www.kytc.state.ky.us/traffic/hes.htm>

Additional Funding Ideas

Although Federal monies provide the primary funding source for bikeways, state or local governments may also provide revenues from their general funds, special bond levies, transportation impact fees or system development charges. Cooperative projects with utility districts or companies can be funded to jointly build bridges across streams to carry both utility lines and bicycle traffic.

Local Capital Improvement Program Funds Taxes

Greenways can be funded through sales tax revenues. One example of a community that is using sales tax dollars to fund bicycle and pedestrian facilities is Cobb County, Georgia, where citizens voted to implement a one percent local sales tax to provide funding for transportation projects. Over four years, Cobb County Department of Transportation will receive \$3.8 million of this sales tax revenue for bicycle improvements alone, to be used as a match for federal dollars.

Another example is Oklahoma City, where voters approved a temporary \$0.01 sales tax, which generated millions of dollars for greenway acquisition and development.

Impact Fees

Impact fees are monetary one-time charges levied by a local government on new development. Unlike required dedications, impact fees can be applied to finance greenway facilities located outside the boundary of development. These fees can be levied through the subdivision or building permit process to finance greenways.

Bond Referendums

Communities across the nation have successfully placed propositions on local ballots to support greenway development. The Charlotte-Mecklenburg County, North Carolina, area passed four consecutive referendums that generated more than \$3 million for greenways. Guilford County, North Carolina also passed a referendum that appropriated \$1.6 million for development of the Bicentennial Trail. Since bonds rely on the support of the voting population, an aggressive education and awareness program will need to be implemented prior to any referendum vote.

Local Capital Improvements Program

Some local governments have initiated a yearly appropriation for greenway and trail development in the capital improvements program. In Raleigh, North Carolina, greenways continue to be built and maintained, year after year, due to a dedicated source of annual funding that has ranged from \$100,000 to \$500,000, administered through the Parks and Recreation Department.

Many communities have solicited greenway funding from a variety of private foundations, corporations, and other conservation-minded benefactors. As a general rule, local foundations and businesses will have a greater interest in and will be more likely to fund local projects. These local sources should be approached first, before seeking funds outside the community.

Local Businesses

Local industries and private businesses may agree to provide support for development of greenways through:

- Donations of cash to a specific greenway segment
- Donations of services by corporations to reduce the cost of greenway implementation, including equipment and labor to construct and install elements of a trail
- Reductions in the cost of materials purchased from local businesses that support greenway implementation and can supply essential products for facility development.

This method of raising funds requires a great deal of staff coordination. One example of a successful endeavor of this type is the Swift Creek Recycled Greenway in Cary, North Carolina. A total of \$40,000 in donated construction materials and labor made this trail an award-winning demonstration project. (Some materials used in the “recycled trail” were considered waste materials by local industries!)

Trail Sponsors

A sponsorship program for trail amenities allows for smaller donations to be received both from individuals and businesses. The program must be well planned and organized, with design standards and associated costs established for each amenity. Project elements, which may be funded, can include wayside exhibits, benches, trash receptacles, entry signage, and picnic areas. Usually, plaques recognizing the individual contributors are placed on the constructed amenities or at a prominent entry point to the trail.

Volunteer Work

Community volunteers may help with trail construction, as well as fund raising. Potential sources of volunteer labor could include local bicyclists, local historical groups, neighborhood associations, local churches, conservation groups, school groups, and local civic clubs such as Kiwanis, Rotary and Lions Clubs. A good example of a volunteer greenway program is Cheyenne, Wyoming, which generated an impressive amount of community support and volunteer work. The program has the unusual problem of having to insist that volunteers wait to begin landscaping trails until construction is completed. A manual for greenway volunteers was developed in 1994 to guide and regulate volunteer work. The manual includes a description of appropriate volunteer efforts, request forms, waiver and release forms, and a completion form (volunteers are asked to summarize their accomplishments).

Written guidelines are also provided for volunteer work in 100-year floodplains. To better organize volunteer activity, Cheyenne developed an “Adopt-a-Spot” program. Participants who adopt a segment of trail are responsible for periodic trash pick-up, but can also install landscaping, prune trail-side vegetation, develop wildlife enhancement projects, and install site amenities. All improvements must be consistent with the Greenway Development Plan and must be approved by the local Greenway Coordinator. Adopt-a-Spot volunteers are allowed to display their names on a small sign along the adopted section of greenway.

“Buy-a-Foot” Programs

“Buy-a-Foot” programs have been successful in raising funds and awareness for trail and greenway projects across the country. Under local initiatives, citizens are encouraged to purchase one linear foot of the greenway by donating the cost of construction. An excellent example of a successful endeavor is the High Point (North Carolina) Greenway “Buy-a-Foot” campaign, in which linear greenway “feet” were sold at a cost of \$25 per foot. Those who

donated were given a greenway T-shirt and a certificate. This project provided an estimated \$5,000 in funds.

Developer Dedications

Cary, North Carolina, has used a dedication program to acquire land for its greenway program. Other communities have used such programs to build facilities, such as sidewalks, trails and other amenities, as part of new development. The developer typically fronts the cost of these improvements and passes the costs along to homebuyers.

American Greenways Kodak Awards

The Conservation Fund's American Greenways Program has teamed with the Eastman Kodak Company and the National Geographic Society to award small grants (\$500 to \$2,500) to stimulate the planning, design and development of greenways. These grants can be used for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts, building trails, and other creative projects. Grants cannot be used for academic research, institutional support, lobbying or political activities.

Website: <http://www.conservationfund.org/?article=1006>

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